



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 2PROJECT Terminal 2 / Terminal 5 Maintenance Dredging CONTRACT NO. 52449/01D015CONTRACTOR Hickey Marine Enterprises, Inc. SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Wednesday, January 23, 2002 REPORT NO. 034WEATHER Partly Cloudy to Overcast TEMPERATURE 37 - 45**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:**

Hickey Marine - Foreman, Operator, Pile Buck

MAJOR EQUIPMENT ON JOB (Size/capacity and hours):Hickey Marine - Sea Vulture Crane Barge with Manitowoc 4900, 7
Bin Dump Scow, Skiff**CHRONOLOGICAL ACCOUNT OF DAY'S WORK**

7:40 am I observed the Sea Vulture and dump scow at Berth 204. The dump scow draft was 6 feet at Bin No.1. The screen was over Bin Nos. 4 and 5.

7:50 am Hickey began dredging at Berth 204. Per telecon to Darrel (Hickey), he informed me that the Chetco was unloaded and released from the bank in 15 minutes last night.

8:10 am There was no visible turbidity 100 feet downstream from the dredge bucket. Hickey was dredging at the 1570 foot mark of Berth 204. I notified Maury (Port Navigation) to sample water for turbidity testing at 11:30 am.

9:30 am Per telecon to Marcel (Port Project Manager), I informed him that Hagedorn left early last night and there was a small area, where the Chetco was beached, that was not surveyed.

Per telecon to Jeff (Port Dredge Captain), we reviewed the dredging schedule together.

Per telecon with Greg (Hickey), he informed me that he would evaluate when to dredge again after the Thursday dredging shift.

10:20 am Hickey continued dredging at the 1625 foot mark of Berth 204. The screen was over Bin Nos. 4 and 5. Bin Nos. 4, 5, 6, and 7 were filled with water and dredge material. The dump scow draft was 7 feet at Bin No.1 and 14 feet at Bin No.7.

10:35 am Hickey removed the cable arm bucket to move the screen.

10:45 am The screen was placed over Bin No. 2.

10:52 am Hickey resumed dredging. There was no visible turbidity 100 feet downstream from the dredge bucket.

Per telecon with Andy (Hickey), he confirmed with me that the dredging area went to the end of Berth 204 and slightly beyond.

Per telecon with Marcel (Port Project Manager), I confirmed the dredge area for Terminal 2. Marcel informed me that Bill Hall would be bringing NMFS representatives to the site tomorrow.

11:20 am The dump scow draft was 9 feet at Bin No.1. Bin No. 2 was nearly full.

11:30 am Per telecon to John (Port CCM), the multi-beam hydrosurvey by Minister Glaeser might not be available until after next week.

12:10 pm Per telecon with Maury (Port Navigation), turbidity testing results on water samples taken upstream and downstream from the dredging operation were as follows:

Sampler	Time	Upstream	Top	Mid	Bottom	AVG	Downstream	Top	Mid	Bottom	AVG	Visual
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PORT OF PORTLAND

DAILY DIARYPAGE 2 OF 2PROJECT Terminal 2 / Terminal 5 Maintenance Dredging CONTRACT NO. 52449/01D015CONTRACTOR Hickey Marine Enterprises, Inc. SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Wednesday, January 23, 2002 REPORT NO. 034WEATHER Partly Cloudy to Overcast TEMPERATURE 37 - 45

John Holt 1130 38.3 46.4 44.3 43.0 42.3 44.2 49.4 45.3 None
I notified John Childs (Port Environmental) of the results via voice message and paged him. I indicated that the downstream average was 45.3, which was about 5 % above the upstream average.

12:30 pm Per telecon with John Childs, he informed me that Hickey must use BMPs to minimize the turbidity. He suggested that they check the seal on the dredge bucket. I notified Andy (Hickey).

1:18 pm Per telecon with Andy, he informed me that the dredging was completed and the dump scow was on the way to the Port pump site.

1:30 pm I met with Andy. He indicated that they dredged to the 1700 foot mark of Berth 204. According to Andy, there was a couple of feet of draft on the dump scow.

2:00 Per telecon with Doyle (Port Survey Manager), I suggested that we might consider using someone else to perform the multi-beam hydrosurvey of Terminal 2 since Minister Glaeser was not available. Doyle recommended **not** using data from 2 different companies.

TESTS PERFORMED: _____

PHONE LOG: _____

SITE PHOTOS/VIDEOS TAKEN: _____

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED: _____

INSPECTOR Frank Schmidt HRS _____ DATE _____

(signature on hardcopy)– _____



PORT OF PORTLAND

DAILY DIARY

PAGE 3 OF 2